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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE. THE APPRAISAL OF CONTENT IS TENTATIVE. (FOR KEY SEE REVERSE)

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Trutnov Inspectorate

1. The uranium mines in the Trutnov (051/G74) and Radvanice (051/G85) districts are controlled by the Trutnov Inspectorate of the Jachymov Mines National Enterprise[1]. Sedans were regularly seen going between Trutnov and Jachymov. The mines around Radvanice are controlled by the Radvanice district (sic).

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Stachanov Mine

2. the Stachanov Mine 50X1-HUM is located about 60 meters east of the outskirts of Radvanice and about 1,200 meters southwest of the Radvanice railroad loading station. A ropeway leads to the mine from the railroad station. The Stachanov Mine is a former coal shaft about 700 meters deep which was formerly called Katerina. This shaft drops at an angle of about 85 degrees. A double-track hoist with rails leads into the mine permitting the lifting of four full mine cars and the lowering of four empty mine cars at one time by means of a hauling rope fitted in a hauling tower. The mine has 12 levels. All hauling operations are controlled from level No. 10 where the cars are attached to or detached from the inclined hauling railway. The ore mined at the higher levels is lowered to level No. 10 from level to level on chutes; from the lower levels, Nos. 11 and 12, it is hoisted up to level No. 10 by a winch.

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3. Including the surface workers, but excluding the office personnel, the Stachanov Mine had a labor force of about 3,300. The labor force included Czechs, Slovaks, Germans, and Hungarians. Novy (fnu), was manager of the mine. He was a fanatic Communist who handled the workers roughly. Bedrich Ryc 50X1-HUM was the spokesman of the workers in case of accidents. Pfeiffer (fnu)

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC	X	OSI	Ev	ORR	X

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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[redacted] had been working for many years in the mine and was chief foreman. His deputy as chief foreman was Jaroslav Smolon[redacted] Eight or nine of the 12 (sic) 50X1-HUM pitmen were Germans. Erich Erban was [redacted] German [redacted] Some Soviet engineers also worked in the mine [redacted] Work was done in three shifts. 50X1-HUM The morning gang consisted of about 1,200 persons, the afternoon gang of about 1,000, and the night gang of between 800 and 900 persons.

4. The uranium ore mined at the Stachanov Mine, calculated on the basis of the average output per shift, was approximately as follows:

Morning shift, about 150 cars.
Afternoon shift, about 130 cars.
Night shift, about 100 cars.

Since each car had a capacity of about 1.5 tons, this resulted in a weekly output of 3,420 tons of uranium ore. The various types of ore were broken down approximately as follows:

10 to 15 percent U-type.
40 to 60 percent A-type.
30 percent B-type.
5 percent S-type.

The various types were defined as follows:

U-type is rock which has become active as a result of the effects of the uranium ore in its vicinity.

A-type is a young uranium ore.

B-type is a strong uranium ore.

S-type is a very hard, black ore, called smolka, or pitchblende, by the miners.

The qualities or types were determined by measuring instruments. Rough sorting was effected in the mine itself, a so-called collector fixing a label indicating the type to each loaded car as determined by his measuring instrument. Each group of 12 miners had its collector who marked with chalk the spots in the galleries at which the digging was to be done. The uranium ore mined in the mine was loaded exclusively on cars; no other containers were used, not even for type S. The various types were separately loaded. On being hoisted up by means of the inclined hoist, the cars passed a weighing device fitted with measuring instruments at which a woman once more checked the contents of the cars for the correct indication of the respective types. The cars were then conveyed over a switch to the collective bunkers provided for each type. Cars carrying coal and dead rock were moved to the dump.

5. The U-type ore underwent no additional treatment. It was conveyed over a belt from the collecting funnel into the cars of the ropeway going to the railroad station and tipped there into the railroad cars. Three mills were available for ore types A, B, and S and were installed in the upper story of the building. The various sorts were conveyed into funnels on conveying belts arranged in front of the mills. The ore in the mills first passed through a vertical pair of rollers, roughly fluted like a milling rumpel, and subsequently through smooth horizontal

and adjustable rollers. On being crushed, the ore dropped onto a shaking screen device, which consisted of four screens of different-size meshes. The first screen was fine-meshed, and the following ones increased in size. Water was poured on the screens from a shower device arranged atop the screens, and the crushed ore was flushed from the mill into the tubs fitted below the screens. The screens were arranged in steps and overlapped a little. The rough particles of the ore, which were not flushed through the meshes of the screens into the tubs, dropped from the screens onto a conveyer belt which carried them to an elevated platform on which they were sorted by hand by a group of women. The water contained in the tubs fitted below the screens was drained from time to time. The S material was cut out from the paste collected in the first tub in the shape of bricks. These bricks were packaged either in wooden boxes, 50 by 50 by 60 centimeters, or in tin drums about 50 centimeters in diameter and 50 centimeters high. A full packing weighed between 50 and 60 kilograms. The smaller and larger pieces of ore coming from the other three tubs were packed in the described manner after being sorted once more by hand. The ore was then carried by a Tatra-111 truck to the railroad shipment station in Radvanice. The A- and B-type material collected in the other two tubs was handled in a similar manner, but was carried in a loose state by the ropeway to the shipping station and dumped into open cars which were simply covered with tarpaulins. [redacted] the uranium shipped at the Radvanice railroad station went to western Poland via Bernartice (051/G85).

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6. At one time, the uranium at the Stachanov Mine was mined according to a plan established for each month which prescribed the output of all sorts of ore. At a later date, only the quota for type S was prescribed, and in most cases this was exceeded. The only exception was in December 1953, when the fulfillment of the quota was impossible because unknown men had blasted the main cable for the current-feed running along the emergency shaft. The result was that any hauling was impossible for three days, and work had to be done without mechanical assistance for 14 days. Current for the Stachanov Mine was supplied by the power station in Porici near Trutnov.

Celestyn Mine

7. The Celestyn (Celestin) Mine is located about 800 meters from the outskirts of a forest west of the Radvanice railroad passenger station. It is about 600 meters deep, goes vertically into the ground, but has only one elevator for the personnel. The ore-mining operations are effected through the Stachanov Mine, which is connected with level No. 10. A total of 1,600 persons working in three shifts work in the Celestyn Mine. The morning shift is the largest and has a work force of about 800 laborers; the afternoon shift has about 500, and the night shift has about 300.

8. The mine has 10 levels. Galleries, two meters high, lead from the various levels in all directions. Each level is fitted with a narrow-gauge railway on which the ore is carried by cars to a chute into which it is tipped stagewise and lowered to level No. 10. At level No. 10 the ore is again placed on cars, which, having been formed into trains of 16 cars, are towed to the sloping hoist of the Stachanov Mine. There was a constant shortage of cars, which resulted in frequent delays of operation. Derailments also caused considerable loss of time. Cars arriving from the Celestyn Mine at the Stachanov Mine were carefully checked by placing sticks on a checking table. About 240 cars arrived daily during the three-shift operation. No information could be given on the breakdown of the types. [redacted] the uranium ore of the Celestyn Mine was of particularly good quality. The uranium ore from the Celestyn Mine was processed separately at the dressing and sorting plant at the Stachanov Mine.

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Chvalec Mine

9. the Chvalec Mine was about 200 meters deep and had three levels. The mine was opened in 1952, and between 600 and 1,000 persons worked there. The hauling tower was made of wood. The uranium ore was carried by Tatra-111 trucks to the Rybnicky Mine for dressing and sorting.

Rybnicky Mine

10. The Rybnicky Mine is located just on the border on the road leading from Rybnicky to Okrzeszyn (Albendorf) in western Poland. It is an old mine which formerly was probably a silver mine. It is about 700 meters deep and has 12 galleries, according to workers employed there. The output is unknown, but the labor force is about 4,000 persons, as could be inferred from the volume of the bus traffic when the shifts changed. The mine plant has an ore mill at which the ore mined at the Chvalec and Vernerovice mines is dressed. Then it is shipped by train to western Poland.

Vernerovice Mine

11. The Vernerovice uranium-ore mine is located about 800 meters from the outskirts of Radvanice and about 600 meters south of the road leading from Radvanice to Vernerovice (051/G95). Work in this mine started as late as August 1953, and the mine was only about 200 meters deep and had only two levels at the beginning of 1954. The uranium ore was hauled by means of a provisional wooden hauling tower and carried to the Rybnicky Mine by a Tatra-111 truck. The workers at the Vernerovice Mine were paid their wages at the Stachanov Mine, and the labor force of the Vernerovice Mine totaled about 400 persons.

Unidentified Mine

12. The construction of a new uranium ore mine in the district of the Trutnov Inspectorate started in November 1953 near Mlade Buky (051/G75).

Spindler Mine

13. the Spindler uranium-ore mine was an old mine which had been reopened after uranium ore had been found there. This mine, which is located near Spindleruv Mlyn (051/G56), on the outskirts of the suburb of Spindleruv Mlyn called Svaty Petr, runs horizontally into the mountain and is fitted with an iron hauling tower.
estimated labor force at between 2,000 and 2,500 persons. The uranium ore mined there was shipped to an unidentified destination by Tatra-111 trucks.

14. Two other uranium-ore mines were observed One of the mines was located about 400 meters west
of the Elbe River and about 150 meters south of the Sacher Baude.[2] the construction of this mine started in April 1953.
This mine was in operation at the time of observation although there was only a
provisional hoisting tower. The second mine, which was located about 200 meters west of the Elbe River, south of the above-mentioned mine, was said to have been built as late as August 1953 and also had only a wooden hoisting tower.

15. The mines mentioned in paragraphs 13 and 14 were controlled by the inspectorate in Vrchlabi (051/G55), a branch office of the Jachymov Mines, National Enterprise.

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1. [redacted] Comment: The Trutnov telephone directory for 1953-1954 lists Inspectorate X of the Jachymov Mines, National Enterprise. 50X1-HUM

2. [redacted] Comment: Probably a hotel. 50X1-HUM

[redacted]

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Annex (Part 1)

Mines of the Trutnov and Vrchlabi
Inspectorates of the Jachymov Mines,
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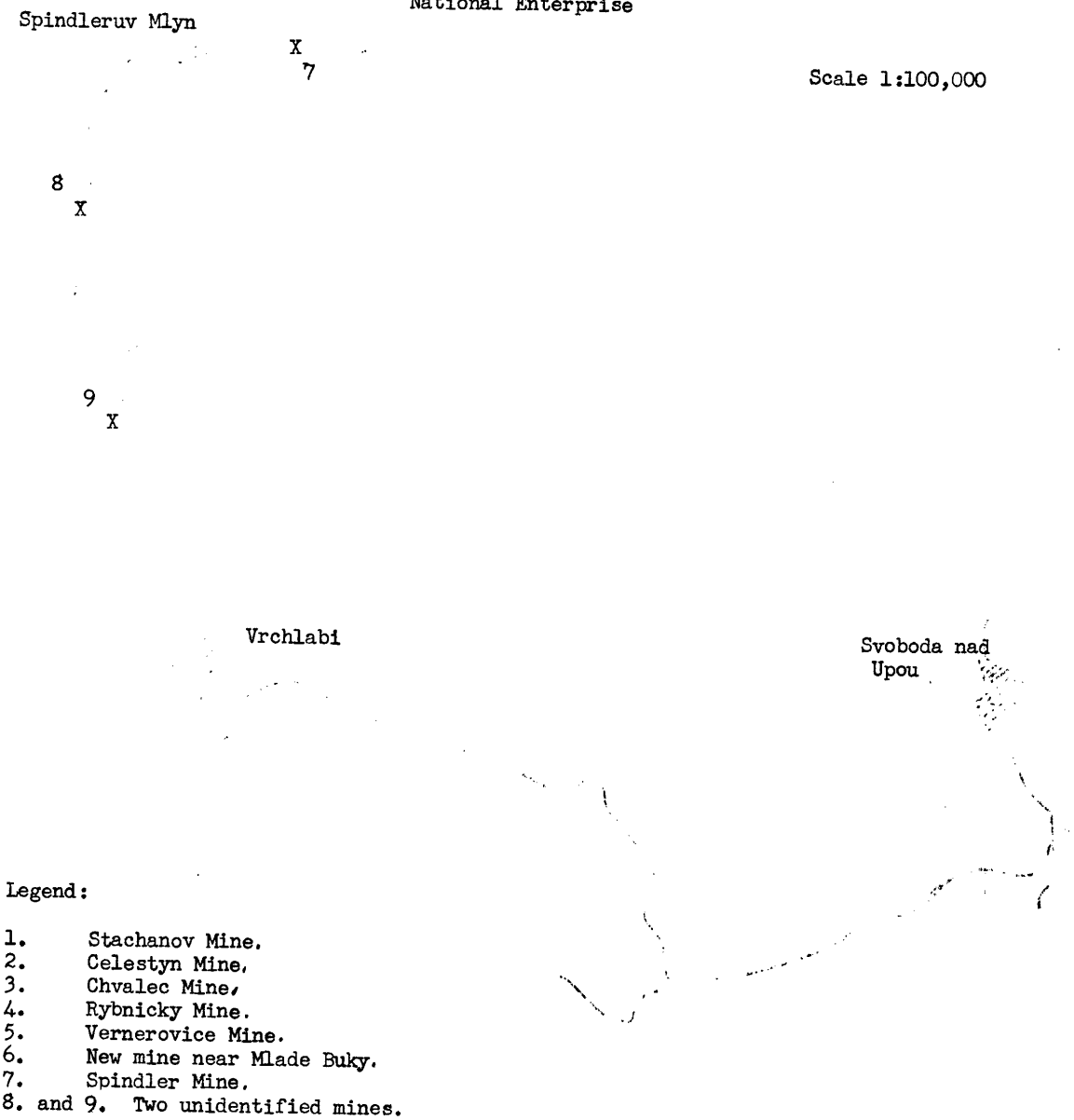

Scale 1:100,000

Legend:

1. Stachanov Mine.
2. Celestyn Mine.
3. Chvalec Mine.
4. Rybnicky Mine.
5. Vernerovice Mine.
6. New mine near Mlade Buky.
7. Spindler Mine.
8. and 9. Two unidentified mines.

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Annex (Part 2)

Mines of the Trutnov and Vrchlabi
Inspectorates of the Jachymov Mines,
National Enterprise

Scale 1:100,000